

The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1442.—Vol. XXXIII.]

LONDON, SATURDAY, APRIL 11, 1863.

[WITH STAMPED.... SIXPENCE.
JOURNAL] UNSTAMPED, FIVEPENCE.

BY HER MAJESTY'S ROYAL LETTERS PATENT.
GEORGE SPILL & CO'S IMPROVED MACHINERY BELTING,
WARRANTED NOT AFFECTED BY HEAT, WATER, OR GREASE, AND MADE TO ANY LENGTH IN ONE PIECE.

Inches wide.	1	1½	2	2½	3	3½	4	4½	5	6	7	8	9	10	11	12
No. 1 substance.....	0 3	0 4½	0 6	0 7½	0 9	0 10½	1 0	1 1½	1 3	1 5	1 7	1 9	2 0	2 2	2 4	2 6
No. 2 substance.....	—	—	—	0 11½	1 1½	1 4	1 6	1 7½	1 9	2 1	2 3	2 5	2 7	2 9	3 1	3 3
No. 3 substance.....	—	—	—	—	1 6	1 7½	1 9	2 1	2 3	2 5	2 7	2 9	3 1	3 3	3 5	3 7

These Beltings (unlike the ordinary manufactures) are woven into one solid substance from the best flax yarn, and saturated with a compound to consolidate them, which is not liable to decomposition. They possess extraordinary strength, as the following certificate will verify, which renders them particularly adapted for paper and saw mills, threshing machines, grain elevators, foundries, machine shops, &c.

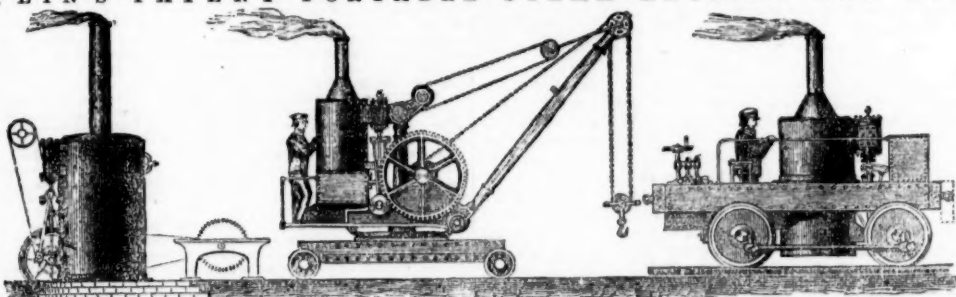
COPY OF CERTIFICATE, FROM THE PORT OF LONDON CHAIN CABLE PROOF HOUSE.
THIS IS TO CERTIFY, that the tensile strength of Machinery Belting, manufactured by GEO. SPILL & CO., of HACKNEY WICK, LONDON, as proved by my chain cable testing machine, at Rotherhithe, to be as follows, viz.:

No. 1 substance.....	5 in. wide, broke at the strain of	6,372 lbs., or, for every inch of width, 1254 lbs.
No. 2.....	5 in. wide,	7,448 lbs., or, for every inch of width, 1489 lbs.
No. 3.....	10 in. wide,	16,663 lbs., or, for every inch of width, 1666½ lbs.
A stout leather band.....	4 in. wide,	2,100 lbs., or, for every inch of width, 525 lbs.

July 9, 1862.
Manufacturers of India rubber. Double texture and oiled waterproof cart, rick, and wagon sheets, made up at price per square yard. Farmers' gaiters, buskins, and farm labourers' waterproof garments.
WORKS, HACKNEY WICK, N.E.;
DEPOT, 149, CHEAPSIDE, E.C., LONDON, AND 9, HIGH STREET, BRISTOL.

Prize Medal, International Exhibition, 1862.

CHAPLIN'S PATENT PORTABLE STEAM ENGINES AND BOILERS.



STATIONARY ENGINE.

PORTABLE STEAM CRANE.

CONTRACTORS' LOCOMOTIVE.

From the STRENGTH, SIMPLICITY, and COMPACTNESS of these ENGINES, they are now extensively used for general purposes; also in situations where steam-engines of the ordinary construction cannot be applied.

STATIONARY ENGINES,—require no building in, nor chimney stalk, and with our patent forced combustion apparatus will burn inferior qualities of coal, wood, or peats. These engines are specially suited for shipment, and may be packed inside the boiler, to economise freight.

PORTABLE STEAM CRANES,—for wharf or railway, with wrought-iron carriages on wheels, link motion, foot brake, &c., all under the easy control of one man; the larger sizes hoist, lower, and turn round in either direction by steam.—These Cranes were selected by H.M. Commissioners for receiving and sending away the heavy machinery at the International Exhibition of 1862.

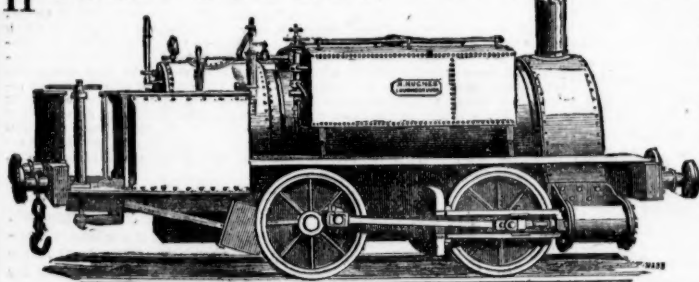
CONTRACTORS' LOCOMOTIVES,—are adapted to work on rails or tramways, of a gauge from 2 feet upwards. They are complete and efficient locomotives, simple in construction, and the working parts easily got at for repair. They draw heavy loads at reduced speeds. These engines are usually sent in one package, ready for work on arrival.

LIGHT PORTABLE HOISTING, WINDING, AND PUMPING ENGINES, ETC.

ALEXANDER CHAPLIN AND CO., CRANSTONHILL ENGINE WORKS, GLASGOW.

LONDON OFFICE,—9, ADAM STREET, ADELPHI, W.C. LONDON DEPOT AND WHARF,—LOWER FORE STREET, LAMBETH, S.
Several engines of each class kept in stock, for sale or hire; and all our manufactures guaranteed as to EFFICIENCY, MATERIAL, and WORKMANSHIP.
Parties are cautioned against using or purchasing imitations or infringements of these patent manufactures.

HENRY HUGHES, FALCON WORKS, LOUGHBOROUGH.



This LOCOMOTIVE ENGINE has been DESIGNED expressly for CONTRACTORS and MINERAL RAILWAYS. It is VERY STRONG IN EVERY PART, and, being mounted on small wheels close together, will MOUNT STEEP GRADIENTS and TURN SHARP CURVES.

The BOILERS are of the BEST PLATES, with fire-boxes of Low Moor, are clothed with hair felt, lagged and covered with sheet iron, and PROVED to a PRESSURE OF TWO HUNDRED POUNDS PER SQUARE INCH.

The TYRES are of the BEST YORKSHIRE IRON, and of GREAT THICKNESS. The tank contains 250 gallons.

The FITTINGS consist of BUFFERS, POWERFUL BRAKE, GIFFARD'S INJECTOR, ROSCOE'S OILING APPARATUS, PRESSURE GAUGE, WATER GAUGE, and BLOWER to GET UP STEAM.

The engines are all tried before leaving the works, and an experienced man sent with them free of cost.

Full specification on application.
10 in. cylinders, 15 in. stroke, price £500.

MESSRS. KNOWLES AND BUXTON, CHESTERFIELD,
MANUFACTURERS OF PATENT TUBULAR TUYERES.



The PATENT TUBULAR TUYERE possesses GREAT ADVANTAGES over the ORDINARY TUYERES, both for its DURABILITY and EASY WORKING. A current of cold water going direct to the nozzle prevents their destruction, however much they may be exposed to the fire.

We repair them at half the first cost, making them equal in size to new ones, all parties returning them carriage paid.

No. 1 tuyere, 16 in. long.....	28s. each.
No. 2 " 18 "	32s. "
No. 3 " 20 "	36s. "
No. 4 " 22 "	40s. "
No. 5 " 24 "	44s. "

Delivered at Chesterfield station. Terms, nett cash quarterly.

PUBLIC TEST OF WIRE-ROPE.
The SUPERIOR QUALITY of GARNOCK, BIBBY, AND CO'S WIRE-ROPE was FULLY PROVED by a RIVAL MANUFACTURER at the LIVERPOOL PUBLIC TESTING MACHINE, on the 29th of October, 1860, on which occasion GARNOCK, BIBBY, AND CO'S ropes were found to be the STRONGEST of all the TWELVE SAMPLES from different makers then tested, as reported in the papers of the day. For example:—

on the 29th of October, 1860, on which occasion GARNOCK, BIBBY, and Co.'s ropes were found to be the STRONGEST of all the TWELVE SAMPLES from different makers then tested, as reported in the papers of the day. For example:—

(Certified by Mr. William Macdonald, superintendent.)

Garnock, Bibby, and Co. Corresponding sizes from other manufacturers.

Sizes.	Tons c.	Tons c.	Tons c.
3¼ in.	18 5*	18 10	11 10
2½ in.	8 15*	7 15	5 0

Remaining sizes with similar results.

* Samples taken promiscuously from stock by a rival manufacturer's agent.

* Samples taken promiscuously from stock by a rival manufacturer's agent.

GARNOCK, BIBBY, AND CO.,
SWAN HEMP AND WIRE ROPE MANUFACTURERS,
LIVERPOOL.
FLAT and ROUND STEEL and IRON WIRE ROPES for MINES, &c., of SUPERIOR QUALITY.

International Exhibition, 1862—Prize Medal.



JAMES RUSSELL AND SONS

(The original patentees and first makers of wrought-iron tubes), of the CROWN PATENT TUBE WORKS, WEDNESBURY, STAFFORDSHIRE, have been AWARDED a PRIZE MEDAL for the "good work" displayed in their wrought-iron tubes and fittings.

Warehouse, 81, Upper Ground-street, London, S.

BARCLAY'S PATENT STEAM AND WATER

PRESSURE AND VACUUM GAUGES.

These GAUGES are MADE TO INDICATE ANY PRESSURE FROM ONE TO TWENTY THOUSAND POUNDS upon the SQUARE INCH.

EACH GAUGE is GUARANTEED FOR FIVE YEARS.

PATENTEE AND MAKER,
ANDREW BARCLAY,
ENGINEER,
KILMARNOCK.

THOMAS TURTON AND SONS,

MANUFACTURERS OF

CAST STEEL for PUNCHES, TAPS, and DIES,

TURNING TOOLS, CHISELS, &c.

CAST STEEL PISTON RODS, CRANK PINS, CONNECTING RODS, STRAIGHT and CRANK AXLES, SHAFTS, and

FORGINGS of EVERY DESCRIPTION.

DOUBLE SHEAR STEEL, T. TURTON.

BLISTER STEEL, EDGE TOOLS MARKED

SPRING STEEL, WM. GREAVES & SON.

GERMAN STEEL, Locomotive Engine, Railway Carriage and Wagon Springs and Buffers.

Illustrated Catalogue, with Prices, forwarded on receipt of 12 stamps.

SHEAF WORKS AND SPRING WORKS, SHEFFIELD.

LONDON OFFICE: 17, KING WILLIAM STREET, CITY.

International Exhibition, 1862—Three Prize Medals for Mechanical Rubber.

NORTH BRITISH RUBBER COMPANY (LIMITED),

WAREHOUSE,—56, CANNON STREET WEST, LONDON, E.C.

MANUFACTURERS OF VULCANISED INDIA-RUBBER for MECHANICAL ENGINEERING, RAILWAY, and AGRICULTURAL PURPOSES.

PARMELEE'S PATENT INDIA-RUBBER MACHINE BELTING, now in use in most of the principal factories in Great Britain, and which was employed by H.M. Commissioners of the Exhibition of 1862 upon all their engines in the Western Annex, besides driving over fifty other machines belonging to exhibitors. Its superiority over all other belting consists in its perfectly even surface, combined with a great saving of power. It will not stretch in damp or wet places, and, unlike leather, is not affected by exposure to the weather, thus rendering it invaluable for paper works, saw mills, threshing machines, &c. It can be made of any size or strength for main driving bands, and at one-third the cost of leather. All belts are stamped with the company's name, and are warranted.

INDIA-RUBBER DELIVERY and SUCTION HOSE does not require drying after use, never rots, always flexible, no loss of power by leakage, and can be made of any size and to stand any pressure. The only hose which is strong enough to be used on steam fire-engines.

VALVES for MARINE and LAND ENGINES, up to 6 ft. in diameter.

WASHERS and SHEET RUBBER for STEAM, WATER, GAS, and AIR JOINTS.

BUFFERS, BEARING SPRINGS, and DRAW SPRINGS for RAILWAYS.

DECKLE STRAPS for PAPER MAKERS, insuring a perfect edge, and wasting no pulp.

BREAST APRONS for PAPER MACHINES.

TUBING for CONVEYING ACIDS and OTHER LIQUIDS, GAS, &c.

CORD-PISTON PACKING—INSERTION RUBBER GAS BAGS, for REPAIRING MAINS.

BILLIARD and BAGATELLE STRIPS, RINGS, &c.

VULCANISED INDIA-RUBBER MOULDED to ANY FORM. All the above are manufactured without the use of solvents, whereby the strength of the rubber is retained permanently.

INTERNATIONAL EXHIBITION, 1862.

Three medals awarded for "Practical Utility and Success, and Excellence of Quality."

This company are the only manufacturers in Great Britain to whom medals were awarded for mechanical rubber.

Prize Medals—International Exhibition, Class 1 and 2.

PATENT PLUMBAGO CRUCIBLES.

The CRUCIBLES manufactured by the PATENT PLUMBAGO CRUCIBLE COMPANY are the ONLY KIND for which a MEDAL has been AWARDED, and are now used exclusively by the English, Australian, and Indian Mints; the French, Russian, and the Continental Mints; the Royal Armaments of Woolwich, Bristol and Toulon, &c.; and have been adopted by most of the large ENGINEERS, BRASSFOUNDERS, and REFINERS in this country and abroad. The GREAT SUPERIORITY of these melting pots consists in their capability of melting on an average 40 pourings of the most difficult metals, and a still greater number of those of an ordinary character, some of them having actually reached the EXTRAORDINARY NUMBER of 96 melt-

ings. They are unaffected by change of temperature, never crack, and become heated much more rapidly than any other crucibles. In consequence of their great durability, the saving of waste is also very considerable.

The company have recently introduced CRUCIBLES SPECIALLY ADAPTED for the following purposes, viz.:

1.—MALLEABLE IRON MELTING, the average working of which has proved to be about seven days; STEEL MELTING, which are found to save nearly 1½ ton of fuel to every ton of steel saved; and for ZINC MELTING, lasting much longer than the ordinary iron pots, and saving the great loss which arises from mixture with iron.

For lists, testimonials, &c., apply to the Patent Plumbago Crucible Company, Battersea Works, London, S.W.

Fully described in the MINING JOURNAL of July 5.

CREASE'S PATENT EXCAVATING MACHINERY.

FOR SUPERSEDING THE SLOW and EXPENSIVE USE of MANUAL LABOUR in SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to drive through any rock of average hardness at a minimum rate of 1 fm. per diem, and to sink shafts at the rate of 2 fms. in three days.

Mr. CREASE will undertake contracts for sinking shafts, driving levels, &c., at an enormous reduction of time and great saving in cost.

Applications to be addressed (for the present) to the patentee, Mr. E. S. CREASE, Dolgelly, North Wales.

By providing the power of calculating the time and cost to explore a certain depth and extent of ground, speculation in mining will be assimilated to commercial pursuits, with this unmistakable advantage—that when the ground has been once carefully and judiciously selected, and operations properly and systematically carried out for its development, there would be far less chance of unsatisfactory results than are met with by merchants and manufacturers in the usual routine of their business. As this important invention must beneficially interest the landowners, mine proprietors, merchants, and miners, we opine it will meet with immediate adoption.—*Mining Journal*.

CARSON'S ORIGINAL ANTI-CORROSION PAINT.

It is extensively used at home and abroad for all kinds of

OUT-DOOR WORK,

and will be found a most efficient and economical preservative for

HEAD GEARING OF COLLIERIES, MINES, WOOD AND IRON WORK

of all descriptions; also

TRUCKS, WAGONS, ETC., ETC.,

Lasting twice as long as the best common paints in exposed situations, being

manufactured expressly for external purposes.

ANY PERSON CAN LAY IT ON, and its superiority may be inferred from the opposition with which its use has been met by those interested in the sale of ordinary paints. (No grinding is requisite.)

ALL COLOURS.

FIVE CWTs. and UPWARDS, CARRIAGE FREE, to ANY STATION IN ENGLAND AND WALES, AND PER STEAMER to MOST PORTS IN ENGLAND AND SCOTLAND. Patterns, prices, also copy of testimonials, will be sent on application to

WALTER CARSON AND SONS,

(Successors to the Inventors),

9, GREAT WINCHESTER STREET (NEAR THE ROYAL EXCHANGE),

LONDON, E.C.

NO AGENTS THROUGHOUT THE UNITED KINGDOM.

WASTE NO OIL.

STRONG IRON OIL CISTERNS,

NOT LIABLE TO LEAK, and ECONOMISE SPACE in the STORES:—

Dia. Height.

500 gallons 48 x 84 £10 10 0

400 " 43 x 83 9 0 50

300 " 37 x 84 7 0 40

250 " 35 x 79 6 10 30

200 " 33 x 72 6 0 25

150 " 30 x 66 5 5 20

100 " 27 x 55 4 10 10

75 gallons 27 x 42 £ 3 15 0

60 " 24 x 36 2 15 0

50 " 21 x 38 2 5 0

40 " 21 x 30 1 15 0

30 " 19 x 30 1 5 0

20 " 19 x 26 1 2 0

10 " 15 x 21 0 15 0

2½ gallons 4s. 6d. 3½ gallons 5s. 6d.

WAGON GREASE, in 4 and 8 cwt. casks.

TURPENTINE SUBSTITUTE, 3s. per gallon, in 30-gallon casks.

TO IRON and COAL MASTERS, &c.

IMPROVED BLACK VARNISH,

FOR PREVENTING IRON FROM RUST, AND WOOD FROM DECAY.

A brilliant jet black, superior to paint in appearance, dries in less time, contains preservative qualities of the best description, and is economical in its use: one gallon at 1s. is equal to 14 lbs. of paint, which costs 4s.

For COLLIERIES HEAD GEARING, RAILWAY WAGONS, BOILERS, CASTINGS, CANAL BOATS, &c., it is especially adapted. In casks containing 10, 15, and 20 cwt. each. In quantities of 1 ton and upwards, price £11 per ton.

GLOVER AND CO.,

No. 40 MANESTY LANE, LIVERPOOL.

THE COAL MINE INSPECTION ACT, AND ITS WORKING.

THE GOVERNMENT INSPECTORS' DIFFICULTIES.

We recently referred to a case, heard before the Whitehaven magistrates, connected with the Whitehaven Hematite Iron Company's Collieries, and we remarked that we considered that the local influences in favour of the company were so great that it was almost impossible to hope that justice could be secured by the representative of the Government, and we have now been favoured with a copy of the memorial of the directors to the Home Secretary, with the Government Inspector's annotations thereon. That the pit was not managed in the very perfect manner inferred by Mr. T. E. FORSTER, and that it was not always in the highly salubrious condition which he swore it was at the precise time he visited it, are conclusions which, we think, most of our readers will already have arrived at; and we feel convinced that those who may have the opportunity of reading the memorial to Sir GEORGE GREY will consider that these conclusions are perfectly justifiable. In alluding to our report of the hearing of the case before the local magistrates, the directors of the Whitehaven Hematite Iron Company in their letter, which we published in the *Mining Journal* of March 7, complain "that the misrepresentations and suppressions of material facts by our correspondent are so flagrant and numerous that it is utterly impossible to notice them within the compass of an ordinary letter;" and as we have now the annotated memorial before us, we will endeavour to repair any omission that may inadvertently have been made, and at the same time to prove to the directors of the company that to support the charge that our report is inaccurate requires something more than the mere assertion that it does not agree with the reports in the local papers.

In recording the facts as they appear in the document in question, we shall keep as nearly as possible to the chronological arrangement, in order that "misrepresentations and suppressions of material facts" may be the more easily detected, should they occur. We must commence with January 12, when WILLIAM BARRETT, a coal miner, employed in the No. 2 pit, wrote a letter to Mr. DUNN, the Government Inspector for the district, of which the subjoined is a copy:—

"DEAR SIR,—I take the liberty of writing these few lines to let you know how I am, and some others of my fellow-workmen, treated. We have to come home every other day, and cannot get into our workings, that is that full of fire-lamp, and these last four days I could not get within 20 yards of my place. I can assure you, sir, they would have fired in the lamps at the very flat; and because I said I would let the Government Inspector know about it I got my notice to leave the colliery. If you don't try and make them better ventilate the pit there will surely one day or another be a slaughter of human beings. She is in a state at present, and I am informed the other pit is no better. This is at No. 2 coal pit, at Cleator Moor, Cumberland.

WM. BARRETT, Coal Miner, Queen-street, Robinson Fold, Whitehaven."

Mr. DUNN visited Whitehaven, in reference to this letter, on Jan. 20, and had an interview (to which no reference is made in the directors' memorial to Sir G. GREY) with TAYLOR, the overman, who admitted that BARRETT had lost many days owing to the pit being foul, and that he had not other places to give him. He admitted, also, that they were obliged to shorten the workings for ventilation because of the gas.

Upon the following day, Jan. 21, Mr. DUNN had an interview with two of the directors of the company, Messrs. THOMPSON and POSTLETHWAITE, showed them BARRETT's letter, and told them that from enquiries he had made at the pit (No. 2) he was satisfied that it was in a foul and dangerous state; and that he thought they should intercede with the manager to prevent BARRETT's discharge for having written to him. The directors stated in reply, that as Mr. THOMAS EMERSON FORSTER had just certified that the ventilation of the pit was very good, they thought BARRETT's complaint unfounded, and declined to intercede with the manager, remarking that they were very sure he would have good grounds for dismissing the man. With respect to Mr. FORSTER's report, Mr. DUNN considers that the reference to the ventilation was quite general; and, after seeing the single door at No. 2 pit, and the firing of his lamp in the main roadway, he sets it at naught. Mr. DUNN cannot tell from the report that Mr. FORSTER had been into the workings complained of at all. We may remark that in judging of the relative accuracy of TAYLOR's and of Mr. FORSTER's statements, it should be borne in mind that Mr. FORSTER's report is based upon a visit made on Dec. 18, and that TAYLOR's statement to Mr. DUNN was made on Jan. 20.

A meeting of the directors of the Whitehaven Hematite Iron Company was held on the succeeding day, Jan. 22, and a letter was then written to Mr. DUNN, in which the directors state that the result of their investigation was that the man BARRETT was discharged for having used abusive language to TAYLOR; they express their regret that Mr. DUNN did not visit the workings of No. 2 pit, which they heard he could easily have done by means of Whinney Hill Pit. In reply to this, Mr. DUNN says that Whinney Hill Pit shaft was reported to him to be in a dangerous state by their own people. Mr. DUNN further says that the stories of BARRETT and TAYLOR as to the immediate cause of the discharge differed in toto, and that the directors would never allow them to be brought face to face.

On Jan. 24 Mr. DUNN wrote to Mr. THOMPSON requesting that the shafts might be examined preparatory to his coming. On Jan. 24 Mr. BAILEY wrote (though the directors do not refer to the letter in their memorial) Mr. DUNN that he had received his note, and had requested the engineer to examine the shafts (No. 2 and Whinney Hill), and that as soon as he had done so he would transmit his report to Mr. DUNN. Respecting tracing of drifts, he would get it made as soon as he possibly could, and send it. A few days afterwards, on Jan. 28, Mr. DUNN went over to Whitehaven and met Mr. THOMPSON and Mr. STEEL in the street. Mr. THOMPSON (who, it should be observed, signs the memorial as managing director) said he had no power to permit Mr. STEEL to accompany Mr. DUNN down the pit; and after a letter (which was not shown to Mr. DUNN) had passed between Mr. THOMPSON and Mr. BAILEY, the manager, it was decided that STEEL should not be permitted to go down. The memorial goes on to say that "Mr. DUNN and Mr. BAILEY then went down No. 2 pit and met the overman, TAYLOR, at the bottom, who also went with them. They proceeded to the workings complained of, and on their way Mr. DUNN recommended a second door to be placed where there was only one. On reaching the workings Mr. DUNN examined them carefully, but failed to detect any fire-damp whatever." With reference to this latter assertion, Mr. DUNN says that it is "false." Gas was discovered in the leading level, and fired at PETER EDGAR's lamp." After ascending from No. 2 pit Mr. BAILEY requested Mr. DUNN to inspect Hope Pit, which he declined.

The next point of importance is the allusion to Mr. DUNN's interview with the directors on Jan. 29. Mr. DUNN said that the ventilation in No. 2 pit was very weak and bad, and that the pit was dangerous, because of having only one door in the main air-course. In reply, the directors again read an extract from Mr. FORSTER's report, and asked Mr. DUNN whether he still adhered to the charge he had made as to the dangerous state of the pit in the face of that report? and he said he did. Mr. DUNN admitted that his lamp was blown out, but not that it was by the air ventilating the pit. Mr. DUNN suggested that the single door should be made double, and that there should be a barometer in the pit, that a section showing the position of the drifts had not been produced, and that preventing Mr. STEEL going down the pit with him (Mr. DUNN being quite a stranger) amounted to an obstruction to the ends of justice—an opinion which we quite concur with. Here we come to some directly contradictory statements.

The directors say—"With respect to the single door, Mr. DUNN was reminded by Mr. BAILEY that Mr. FORSTER had recommended this door to be made double, and that Mr. DUNN had seen the materials for making the alteration lying close to the door at the pit, we suppose, when he was in the pit."

Mr. DUNN says that this is untrue. Not such a word was spoken, and that the door is now doubled by his emphatic remonstrances.

The barometer was in Whitehaven being repaired.

The directors say—"With respect to the section that had not been produced, Mr. DUNN was informed that the reason why it was not at the works was in consequence of his having come to the pit without previous notice, and that it happened to be at Mr. BAILEY's lodgings."

Mr. DUNN says that this is untrue; the section had lain dormant since the leaving of Mr. SWAINSON, months ago.

The directors express their regret that Mr. STEEL was not allowed to go down the pit. Mr. DUNN says—"Query. The letter written from Mr. THOMPSON to Mr. BAILEY, whilst we were there was not shown."

The directors say—"Mr. BAILEY attended without loss of time to Mr. DUNN's recommendation as to a double door, and informed him of having done so by letter: dated Jan. 31."

It would seem that, on Feb. 2, Mr. DUNN forwarded a letter of instructions, but of this we have no copy. On Feb. 3, Mr. THOMPSON wrote:—

"I am obliged by your favour of yesterday, which I have shown to our directors, and they request me to inform you that the instructions therein given shall be carried out forthwith."

This disposes of No. 2 pit, the ventilation of which appears to have much improved by Feb. 12, when Mr. ATKINSON went down, and we now come to the Hope Pit, in relation to which the information was laid. The directors state that they received no complaint as to the Hope Pit till the summons was served; this, Mr. DUNN says, was because they were so discourteous to him. Their discourtesy, we think, cannot be doubted, nor is there any doubt as to the state of the pit. On Feb. 11, Messrs. DUNN and ATKIN-

SON went down the Hope Pit, when the quantity of air in the return current was found to be 13,228 cubic feet, about 8000 feet of which went into the workings. Near the Bannock band seam the anemometer would not work at all. After examining the workings, they went to the cabin, near the bottom of the pit, when Mr. BAILEY asked the Inspectors "Whether, apart from the ventilating power, they had any fault to find with the internal arrangements of the pit?" Mr. DUNN replied—"That is a commercial question." Mr. BAILEY said he wished it to be understood as a pit question. Mr. ATKINSON, addressing Mr. BAILEY, said, "I do not blame you, it is the ventilating power that is wanting. I think the Hope Pit would be a good place to try a ventilating-fan, similar to that used by the Pneumatic Despatch Company;" whereupon Mr. DUNN observed, that "before the engine and fan could be erected Mr. BAILEY would have the pits holed, and the new ventilating furnaces applied, when the ventilation of the pit would be complete." The directors say Mr. BAILEY is now driving to hole, but Mr. DUNN contends that at the time of his visit, although preparations had been made for boring, nothing was being done in that direction. On Feb. 13, the summons was served for bad ventilation.

The directors complain that Mr. DUNN never made any suggestions (already contradicted), and that he was not justified in preferring the criminal charge against their manager, especially as he knew that they were advised by Mr. FORSTER. In reply to this, Mr. DUNN says—"I prefer my own experience to Mr. FORSTER's report." The directors further complain that in addition to the criminal charge which was preferred, Mr. DUNN made other charges of bad management against the company, which were wholly unfounded. In answer to this statement, Mr. DUNN says that he "can produce numerous letters, to the effect of the dangerous state of the colliery, which are herewith sent" (that is, to the Home Secretary).

We believe that the above abstract contains every material point alluded to in the memorial, and in judging of the extent to which Mr. DUNN was justified in laying the information, it must be remembered that it was stated before the Whitehaven magistrates, and not denied by the company, that so long ago as Feb. 10, 1862, Mr. DUNN called their attention to the dangerous state of the pit; that shortly after an accident occurred, by which two men were killed; and that before the Whitehaven magistrates it was contended, on behalf of the company, that "unless the pit had been full of inflammable gas there was no offence under the Act of Parliament"—a position which, if acknowledged, would render the governmental inspection of collieries the most dangerous farce conceivable; and that it may not be supposed that any attempt is made to question Mr. T. E. FORSTER's ability, we may observe that Mr. DUNN admitted it before the Whitehaven magistrates, but states that he is not inclined to let Mr. FORSTER rule and govern him in facts he saw before his face.

THE COAL TRADE OF NEW SOUTH WALES.—We have received from our old correspondent, Mr. JOHN MACKENZIE, mining engineer, formerly of Wigan, and now, we rejoice to learn, practising his professional duties at Newcastle, West Maitland, some interesting particulars, from which we learn the actual state of the coal trade at the antipodes. Mr. Mackenzie considers that Prof. McCoy has done the New South Wales coal field a great injury by stating so positively as he has that the coal fields are of the colitic formation, but Mr. Mackenzie, in conjunction with the Rev. Mr. Clarke, is preparing a section which, it is hoped, will convince geologists in the Old Country of the incorrectness of Prof. McCoy's statements. Mr. Mackenzie is surprised that he should have so positively contradicted what Mr. Clarke stated as to the succession of the beds containing the fossil flora and fauna, when the Professor has never seen the coal fields of New South Wales. The section will show about 14 different workable seams of coal already proved in the Newcastle district, and the coal fields are of great extent, and not so much disturbed as the generality of the English coal fields. Mr. Mackenzie has seen most excellent coal there, with only 6 feet of covering on it. English coal can now no longer compete with this in the Australian market, for the supply is now greater than the demand. During six or seven months Mr. Mackenzie has occupied himself in exploring geologically the stratification of the country pierced by the shafts of the different mines at work, and he has accumulated a very interesting and instructive collection of rocks and fossils. The order of superposition in which Mr. Mackenzie places the coal seams is as follows:—First, the Newcastle seam, including the A. A. Company's, the Coal and Copper Company's, the Waratah, the Wallend, and the Mimmi, all of which he considers identical; secondly, the East Maitland; thirdly, the Morpeth; fourthly, the Tomago; and, lastly, the Stony Creek. Of the vastness of the coal basin in the Hunter Mr. Mackenzie speaks in great admiration, and also of the fact of the seam being apparently less disturbed than in the English coal fields. Mr. Mackenzie is assisted in completing his section by the Rev. W. B. Clarke—a fact which of itself is sufficient to introduce Mr. Mackenzie favourably to the Australian public. That it may not be supposed that the views which will be propagated by Messrs. Clarke and Mackenzie may be erroneous, it may be stated that the Sydney *Empire*, referring to the subject, remarks that Dr. Oldham, the highly accomplished director of the geological survey of India, has spoken out recently on this topic most convincingly. After adducing fresh proofs, derived from a comparison of the Indian with the Australian coal series (which are admitted by all writers to be identical in age), he says:—"It follows immediately that the opinion hitherto held by most geologists who have written on the subject (McCoy, D'Arvechae, Carter, Hilsop, &c.) that the coal strata of India were of Jurassic age must be abandoned." Further on he says—"We can now, I believe, reflect the light derived from our Indian series on the Australian succession, and so far remove the doubt which hangs over the question of their age as to fix conclusively a period more recent than which they cannot be." That period he defines to be as older than Jurassic, and ranging through the European Upper Carboniferous and Permian up to the base of the Mesozoic rocks, which is the very sequence adopted by Mr. Clarke, Mr. Dana, Mr. Jukes, &c. Much of the evidence, previous to this last paper of Dr. Oldham, was given in the appendix to Mr. Clarke's paper on the "Geological Discoveries in Australia," read before the Philosophical Society in 1861, and printed and privately circulated at the author's expense. Since then Sir Wm. Denison sent to Calcutta the fossils and rocks collected under his direction by Mr. Keene, the Examiner of Coal Fields, and it is from a careful comparison of them with the Indian fossils, &c., that the learned director concludes that the views advocated by Mr. McCoy must be abandoned, and those which have been so strenuously advocated by Mr. Clarke must be sustained.

DETECTION OF FIRE-DAMP IN COLLIERIES.—Mr. W. Keene, the Government Examiner of Coal Fields in New South Wales, proposes to detect fire-damp by means of a square open-bottomed tin box, with a glass window in one side. There is a corked aperture at the top, and a small pan at the bottom for holding a candle. The quality of the air is judged of by the length of time the candle will burn, pure air is consumed in about six minutes, and air unfit for human respiration will extinguish the light in less than three minutes.

COPPER MINING IN LAKE SUPERIOR.—The yield of the copper mines of this region during the year 1862 amounted to 9000 tons of ore, being a decrease of more than 10 per cent. as compared with the preceding year. This decrease is, however, partly compensated by the higher produce of the ore. The yield in the several districts was—Portage Lake, nearly 3000 tons; Ontonagon, 2725 tons; Keweenaw, 2290 tons. In the Portage Lake district, the Quincy (1250 tons) and the Pewabic (1000 tons) were the highest, and the Mesnard (33 tons) the lowest. In the Ontonagon district, the Minnesota (1500 tons) is the highest, and in the Keweenaw district the largest yield (1630 tons) was from the Cliff Mine. In Portage Lake district there were 7 ore-producing mines; in the Ontonagon district 13 producing mines; and in the Keweenaw district there were 10 producing mines: making a total of 29 Lake Superior copper mines contributing to the aggregate produce for the year. The average from each of these mines was about 300 tons of mineral, containing 280 tons of metal. The Lake Superior mines would, consequently, place about 700 tons of copper on the market during the year.

The Iron Trade of Lake Superior is growing important. During 1862, 115,721 tons of iron ore and 8500 tons of pig-iron were shipped for market. The value of rough copper shipped from the same region in 1862 is stated at \$4,000,000.

CARRIAGE-WAYS AND FOOTPATHS.—Sir John Scott Lillie, Knight and Companion of the Military Order of the Bath, of Pall-mall, has lately taken out a patent for the construction of carriage-ways and footways. These improvements consist in the construction of carriage-ways or footways with gutta percha, asphalt, asphaltic felt, wood, or other suitable material or combination of such materials, rendered impervious to water by a solution of caoutchouc or other solution suitable for that purpose. "When such carriage-ways are intended for heavy traffic, he causes the same to be studded with metallic bolts, or with bars of iron or rows of metallic bolts or studs; such rows to be placed transversely, or at right angles to the line of traffic, at intervals of not less than 3 in. apart."

A SUB-DRAINING RAILWAY PAVEMENT.—Mr. L. Stebbins, of Worcester, Mass., has invented a sub-draining railway pavement, with which he proposes to cover the entire area of the street. It is made of iron; each block is about 2 ft. square on the surface, and 2½ in. deep. There are four keys or square bolts to each square foot of surface. These keys rise 3/8ths of an inch above the surface, and lie to the pressure of the horse's hoof. Each key rests on a rubber spring, which is secured in an iron tube. The inventor claims that it affords the best known surface for wheels to roll on;

it renders the slipping of horses impossible; its use would prevent, to a great extent, the accumulation of dirt, and greatly reduce the expense incurred by cleaning streets. —*New York Daily Tribune.*

THE LONDON ASSOCIATION OF FOREMEN ENGINEERS.

In fulfilment of a promise made in the *Journal* of March 21, it is now our intention to describe the origin and purpose of a society which has for some years past existed in the metropolis, but which is not so well known among the mechanical branches of the community as its merits and usefulness entitle it to be. The London Association of Foremen Engineers was founded in the year 1852 by a few energetic men occupying the posts of foremen in several of the great engineering establishments of London. These had deplored the absence of any connecting link between individuals circumstantially like themselves. The heads of firms had long enjoyed the privilege of intercommunication and association through the media of the Institution of Civil Engineers, the Society of Arts, and the Institution of Mechanical Engineers, but the foremen of the engineering trades were comparatively an isolated body. Similarity of pursuits and position induces naturally mutual sympathy and kindness, but hitherto no machinery had been invented for the purpose of turning those feelings to useful account. This want was the motive-power which started into active life the association named. Of course the usual difficulties and discouragements which almost invariably attend the exertions of pioneers in every good cause had to be encountered by the founders of this society. The training, however, which had in the course of their previous careers as foremen been experienced fitted the organisers of the association for their new task. The discipline of an engineers' shop, and the constant study and exertion therein required for the removal of mechanical obstacles to success, certainly have a tendency to strengthen the intellectual and moral faculties of the man, as well as to develop his practical ability. The eminently the case with the managers of such establishments, for they, in addition, the peculiar claims upon their inventive and constructive powers, have to exercise a considerable amount of administrative talent in governing the large bodies of workmen placed under their guidance; hence the difficulties to which reference has been made in respect to the formation of the association in question were surmounted, and the discouragements were disregarded, or served only as stimulants to renewed efforts.

By the end of the year 1852, at all events, the London Association of Foremen Engineers became an accomplished fact. A code of rules and regulations for its government and association through the media of the Institution of Civil Engineers, the Society of Arts, and the Institution of Mechanical Engineers, but the foremen of the engineering trades were comparatively an isolated body. Similarity of pursuits and position induces naturally mutual sympathy and kindness, but hitherto no machinery had been invented for the purpose of turning those feelings to useful account. This want was the motive-power which started into active life the association named. Of course the usual difficulties and discouragements which almost invariably attend the exertions of pioneers in every good cause had to be encountered by the founders of this society. The training, however, which had in the course of their previous careers as foremen been experienced fitted the organisers of the association for their new task. The discipline of an engineers' shop, and the constant study and exertion therein required for the removal of mechanical obstacles to success, certainly have a tendency to strengthen the intellectual and moral faculties of the man, as well as to develop his practical ability. The eminently the case with the managers of such establishments, for they, in addition, the peculiar claims upon their inventive and constructive powers, have to exercise a considerable amount of administrative talent in governing the large bodies of workmen placed under their guidance; hence the difficulties to which reference has been made in respect to the formation of the association in question were surmounted, and the discouragements were disregarded, or served only as stimulants to renewed efforts.

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From the existing rules of this association it is desirable to collate some information which will go to elucidate yet more effectually its aims and objects. It will be seen that, as regards the various branches of the engineering trade, it is somewhat comprehensive in its action. Commencing with principal draughtsmen, as being the forerunners of work done in engineering establishments, it follows in proper order with pattern-makers, moulders, smiths, boiler-makers, copper-smiths, and general engineers, the principal foremen of all of which sections of the engineering trades are eligible as members, provided they have held those offices for two years prior to their admission. The much for the qualifications for membership. The main purposes of the society, as briefly sketched in the rules, are the promotion of acquaintance and mutual information amongst foremen of the engineering trade, and to provide a fund for members when out of situations, or when age or infirmity shall have incapacitated them for the active performance of their duties. The fund is also applicable to the rendering of assistance in so far as respects funeral expenses, &c., to relatives of deceased members.

It will thus be seen that instructional and philanthropic objects are alone sought to be accomplished by the agency of the London Association of Foremen Engineers. It is an exposed law of that body that on no occasion, and under no circumstances, shall the politics of the trade be discussed by members. It is a simple and purely to assist the latter in honourably and peacefully filling the important posts confided to them, to make them more intelligent, and, therefore, more useful agents of their employers; to relieve them when under the pressure of incidental difficulties, and to afford timely assistance to their bereaved relations, when the hand of death shall remove the stay of the household—the head of the family. The terms of subscription to the society are fixed at as low as is consistent with its stability. The entrance fee is one guinea, and the quarterly contribution after entrance ten shillings and sixpence. A portion of this latter sum is appropriated to the formation of a library, which already includes a considerable number of scientific books and journals. Courtesy foremen, who are quite eligible, and, indeed, are greatly desired as members, are admitted on payment of the entrance fee, and they contribute subsequently nine shillings per quarter. Such are the conditions as relating to ordinary members. Honorary members, who are generally drawn from the ranks of employers of the engineering trade, and who are entitled to attend all the meetings of the association, but without participation in the material benefits, are admitted on payment of one guinea per annum, or a single donation of five guineas.

Ordinary members when, from no misconduct of their own, out of employment, are allowed 11. per week for 16 successive weeks, should also be required for so long a period; and such have been members for two years, and have become incapacitated for duty, will receive a superannuation allowance of 5s. per week each for the remainder of life.

Without going further into particulars as to the constitution of the society to which these remarks have reference, it may be stated that it has already accomplished a great amount of moral and material good, and that we believe it to have a far more extensive and valuable mission yet before it. The foremen engineers of this country are the non-commissioned officers, so to speak, of the mechanical army. They have, almost without exception, risen from the ranks, because they did not do so they would be incompetent for their positions; and we have the testimony of many generous-minded and talented engineering employers as to their efficiency and value. The late Robert Stephenson and the venerable George Rennie, who now seeks, and a trust is finding, in honourable retirement rest and happiness, after an active and useful career, may both be cited as having borne public witness to the services of foremen engineers. It is impossible, indeed, to withhold from them, and from the society which they have improved and successfully established, a tribute of sympathy and words of encouragement. It affords us sincere pleasure to communicate to the large class of readers to whose interests our *Journal* is devoted information about an institution which is so worthy their notice. The secretary to the Association of Foremen Engineers is Mr. John Jones, of No. 7, Arlington-square, Islington, London, and who, no doubt, will be happy to furnish all details if they be required. It may be further mentioned that, as at present arranged, the meetings of the foremen take place on the first Saturday night of each month, at the place named above, and at 8 o'clock.

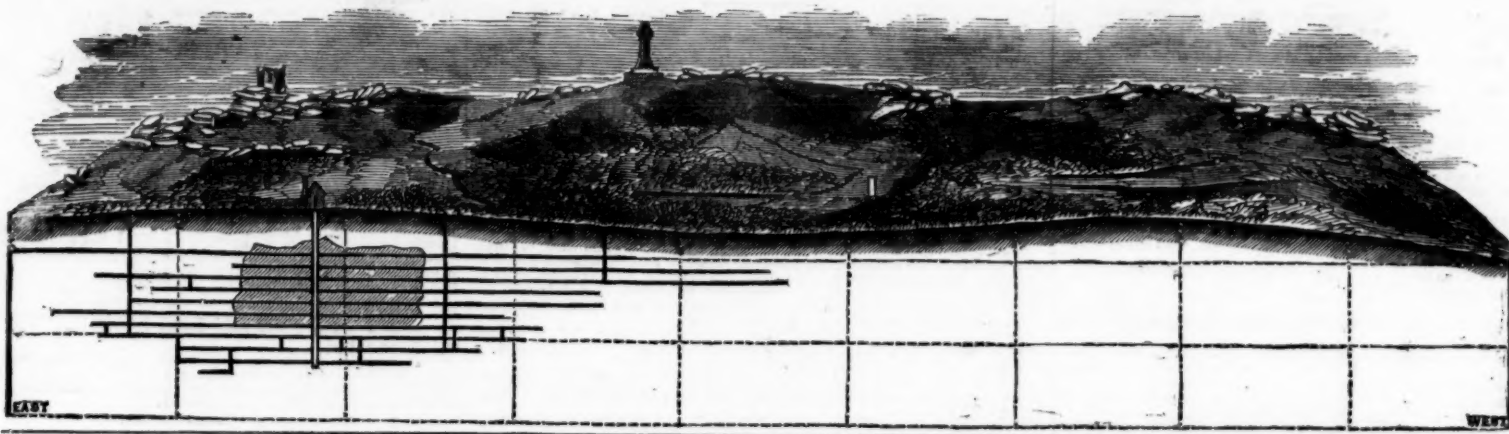
ASSOCIATION FOR THE PREVENTION OF STEAM-BOILER EXPLOSIONS.

—At the monthly meeting of this association, held at the offices, Corporation-street, Manchester, —Mr. WILLIAM FAIRBAIRN (President) in the chair. —Mr. Fletcher, chief engineer, presented his report, from which the following is an extract:—

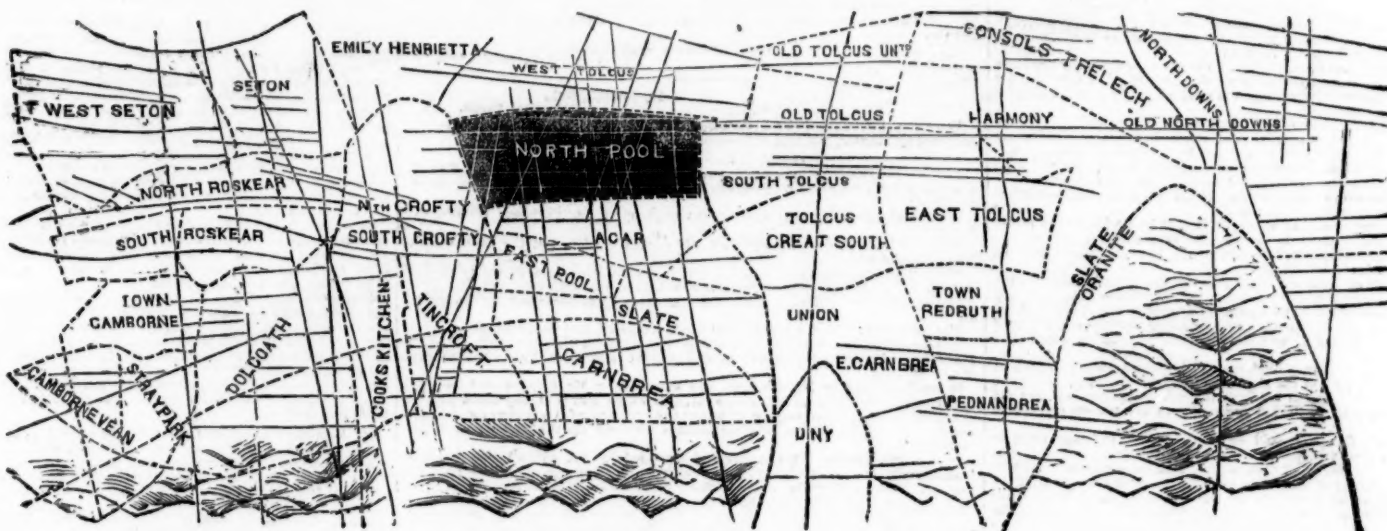
"Two explosions have occurred during the past month to boilers not under the inspection of this association, by which 15 persons were killed and 16 others injured, making a total of 31. Both boilers have been personally examined subsequent to the explosion. One explosion occurred at an ironworks to a boiler connected to a series of 18 others. It was very similar in general construction, though not precisely so, to those known as upright furnace boilers, like which, it stood erect, was of a considerable height, and surrounded with brickwork. The workmanship of the boiler was satisfactory throughout, and its condition good. A serious oversight had been made in the design of the boiler, the top end being hemispherical and the bottom flat. The hemispherical end would, when the steam is fully up and blowing off freely, have an upward pressure of nearly 250 tons acting upon it, and tending to tear it away from the bottom. There would be an equal downward strain counteracting this, induced by the pressure of the steam upon the crown and tapering sides of the fire-box, combined with that upon the flat plate forming the bottom of the annular water space. As long as the attachment between the bottom and the top of the boiler held good the two forces would be in equilibrium, and the boiler remain at rest upon its bed. But should the attachment fail, the upward force would instantly shoot the top of the boiler up into the air with a buoyancy of 250 tons, which it may be remarked is equal to the weight of a long railway train, including the engine and tender fully equipped with coals and water. This action is exactly what took place. The flat plate at the bottom gave way, rendering completely round through the seam of rivets, at the outside ring of angle-iron which attached it to the shell; when the boiler flew up, and was carried to a distance of 160 yards from its original seat. The jury at the coroner's inquest came to the following conclusions, which are quite in accordance with the preceding report:—'That the explosion was caused by the bad construction of the boiler; that every boiler ought to be put to work before it has been examined by gauge, and that no new boiler ought to be put to work without a certificate from some competent engineer and pronounced to be safe.' The other explosion occurred to one of two small boilers working side by side, and connected together, both being of the plain double-flued internally fired class, termed 'Lancashire.' This explosion is one that must be added to the category of those caused by mal-construction of the boiler, and cannot be termed accidental. The application of the hydraulic test would have detected the weakness, and the adoption of any of the approved methods of strengthening flues mentioned above prevented the explosion."

ATMOSPHERIC LIME LIGHT.—We some time since referred to an American invention by Mr. G. H. Smith, of Rochester, U.S., for producing a light equal in brilliancy to the lime light, without the use of the artificially prepared oxygen gas, which is well known to be the most costly item in the production of the light—the substitute employed being common atmospheric air at a high pressure. A patent has now been obtained for Mr. Smith in this country, according to which the air is heated at a previously to throwing it with the ordinary coal gas under the cylinder of the lamp. The light produced is described as of great brilliancy, and by an ingenious arrangement, Mr. Smith raises the air to the necessary temperature by the heat of a small gas jet, acting upon a hollow chamber through which the air passes, the economy must be very great. The fact that oxygen charged with impurities fully equal to the foreign ingredients of atmospheric air has already been successfully used in the production of the lime light, is an important point in favour of Mr. Smith's invention.

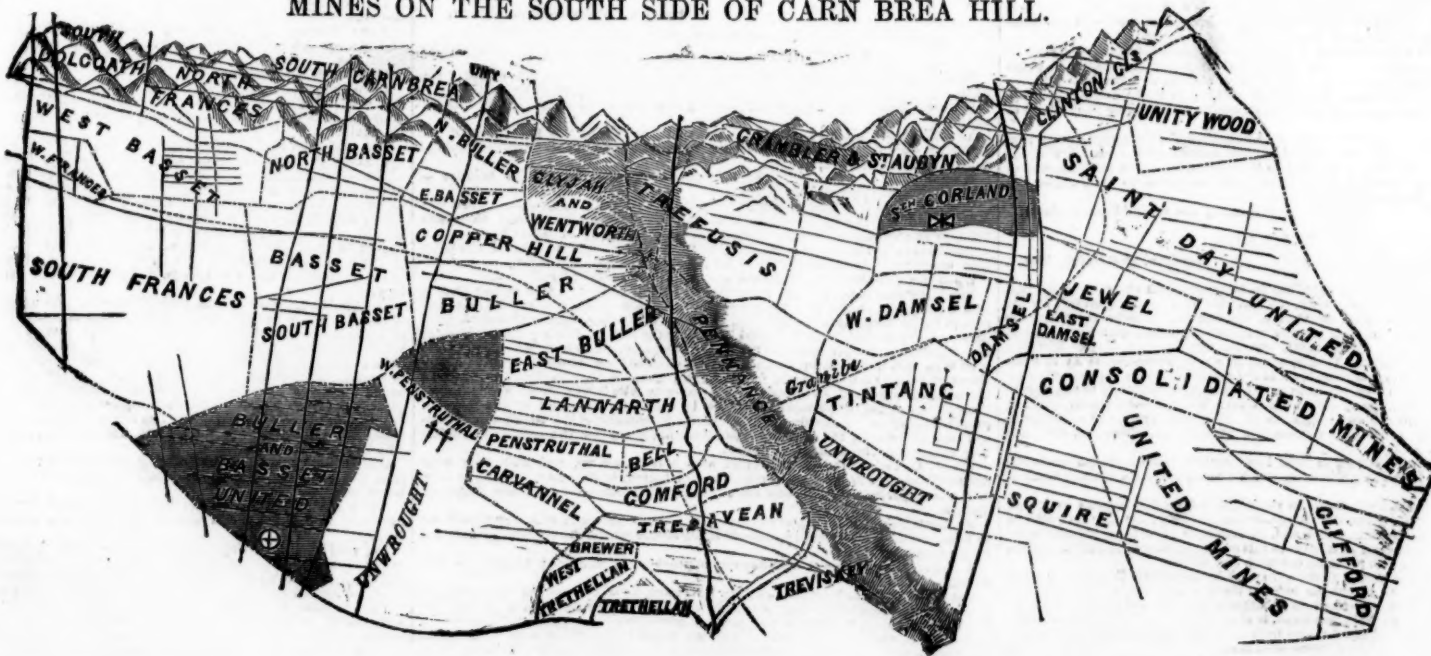
THE NORTH POOL MINING COMPANY.



A VIEW OF AND THE MINES ON THE NORTH SIDE OF CARN BREA HILL.



MINES ON THE SOUTH SIDE OF CARN BREA HILL.



THE NORTH POOL MINE

IS situated to the north of the Carn Brea Hill, around which we have the chief copper and tin mines of the past century. In fact, the district given (6 miles by 4) has yielded for the last 50 years 60 per cent. of all the profits accruing from mining enterprise throughout the two counties of Cornwall and Devon.

It is important to observe the position of North Pool Mine, which is surrounded by West Tolcus to the north, selling at 100 per cent. premium, and not yet developed; with Old Tolcus, that yielded £1,500,000 copper ore; and South Tolcus, a substantial dividend mine, directly to the east. The piece of unwrought ground (called the Glebe), standing to the west, is ceded to the North Pool Mining Company. North Croft (£78,000 profits), North Roskear, Seton and West Seton stand to the West, whilst the surrounding mines have given the profits enumerated in the subjoined table.

In this district are situated the following mines. We collect from published statistics, that they have declared in dividends the large sum of £3,299,445, and at this date (March, 1863) command a market value of £1,500,947, upon an aggregate expenditure of £696,927—

Mines.	Outlay.	Dividends.	Market Value.	Mines.	Outlay.	Dividends.	Market Value.
Basset.....	£2,624	£310,144	£40,960	St. Day United	10,750	3,500	3,000
Brewer.....	1,024	10,600	suspended	Cook's Kitchen	41,742	3,307	71,050
Carn Brea	15,000	277,500	60,000	East Carn Brea	22,500	—	57,000
Dolcoath	46,137	251,507	196,900	East Grenville	9,500	—	15,000
East Croft	11,750	78,500	merged	Emily Henrietta	7,680	—	9,216
East Pool	3,104	41,264	76,800	Grenville	46,500	—	34,500
North Roskear	14,875	102,000	44,100	New Seton	8,600	—	56,000
Seton	23,166	70,598	97,020	North Downs	13,000	3,000	18,000
South Frances	9,393	182,218	47,120	South Carn Brea	40,500	—	25,500
Stray Park	28,612	12,500	35,880	South Seton	14,860	—	10,400
Tincroft	54,000	71,050	132,000	Tolcarne	8,400	—	21,000
Tresavan	5,120	454,422	suspended	Uny	37,581	—	29,606
Trethellan	1,860	48,441	ditto	West Tolcus	15,104	—	34,816
Trevisey and Barrier	15,600	37,920	ditto	West Gornall	7,000	—	15,000
United Mines	16,000	482,800	merged	West Penstruthal	4,000	—	7,000
North Pool	8,180	61,450	—				
Treleigh Consols	30,000	5,500	suspended				
Buller	1,280	244,672	16,640				
Comford	19,300	2,422	suspended				
Condurow	8,960	20,592	24,320				
North Basset	14,700	84,300	27,000				
South Tolcus	4,096	38,656	24,304				
Clifford	nil.	47,442	merged				
St. Anbyn and Grylls	7,493	896	2,425				
West Basset	9,000	140,700	84,000				
West Damsel	9,856	6,656	15,872				
West Seton	19,000	145,000	110,000				
Great South Tolcus	4,350	47,550	39,000				
Gornall and St. Anbyn	20,730	11,178	8,748				

NORTH POOL MINE.

For the guidance and information of the Public, it may be satisfactory here to explain that the "Cost-book system" constitutes a complete copartnership between the shareholders as regards the mine or adventure in which they are engaged; it also possesses several peculiar advantages over the Joint Stock Act, and especially when contrasted with banking institutions, wherein liability exists for three years, even after transfer of shares. The salient points of the Cost-book system may be enumerated as follows: Its adaptability to the requirements of mining enterprise, the facility with which it is applied to the settlement of disputes, the ease with which shareholders can escape from future responsibility, the precision with which they can determine their existing liabilities at any moment; and again, the advantages which it affords to the successful development of promising undertakings, through the power possessed of raising from time to time just sufficient money to defray costs incurred, or expenditure required in prosecution. There ought to be no liabilities in mines worked upon the Cost-book system beyond those that accrue over a period of two to four months, so that in fact the copartnership possesses in itself practically every advantage supposed to be afforded by the cumbersome Joint Stock Company's Act, with many advantages beyond.

The Company was formerly divided into 64 shares, which were issued at £62½ each, to complete the purchase of the property. A general meeting of shareholders was held on Monday, the 23rd March, 1863; rules and regulations for the conduct of the mine upon the Cost Book system submitted for approval; also the election of a committee of management, the subdivision of shares to 6,400, appointment of officers and bankers. Operations have been commenced, and will be actively continued henceforth.

THE NORTH POOL MINING COMPANY.

CONSTITUTION.

We the undersigned engage to become shareholders, to the extent set opposite our respective names, in the mine or adventure called "THE NORTH POOL MINING COMPANY," situated in the Parish of Illogan, in the County of Cornwall, and held for a period of twenty-one years from the Fourteenth day of August, in the year of our Lord One thousand eight hundred and sixty-two, at one-eighth of the share of Royalty from THOMAS JAMES AGAR ROBERTS, Esq., and one-fifteenth of the share of Royalty from JOHN FRANCIS BASSET, Esq., to JOSEPH SAMUEL PHILLIPS, of Camborne and of London, in the Counties of Cornwall and Middlesex, which leases have been granted to and are held by him on behalf of himself and co-shareholders.

We agree that the said Mine or adventure shall consist of sixty-four parts or shares, and that the Company shall be conducted upon the cost-book system, and that this book shall be the Cost-book of the "NORTH POOL MINING COMPANY."

We hereby appoint Mr. RICHARD TREDINNICK, the General Manager of the Company, at a salary of One Hundred Guinea per annum until a dividend shall be declared; and from and after such period, then at the salary of Three Hundred Guinea per annum, during the continuance of the said leases, or the working of the said Mine.

We do further appoint Mr. JOHN WHITMORE WATSON, the Secretary of the said Company, at a salary of One Hundred Guinea per annum, and further agree that the business of the said "THE NORTH POOL MINING COMPANY," shall be conducted and carried on at No. 13, Cornhill, London, E.C.

(Signed by the several Shareholders.)

We do also agree that the following shall be the Rules and Regulations for the government of the Company:—

That meetings of the shareholders shall be held from time to time at the offices of the Company, of which ten days' notice shall be given to each registered shareholder. The Manager or Secretary, upon application to him by a registered shareholder, shall exhibit at the offices of the Company in London at all reasonable times, all books, papers, and vouchers relating to the affairs of the Company.

The accounts shall be made up to the latest convenient period, with a list of the shareholders, and be entered in the Cost-book of the Company. A copy of such Accounts shall be forwarded to each shareholder.

The shareholders shall pass or disallow the accounts so exhibited by the Manager or Secretary, and shall make calls which may be necessary for the prosecution of the works at the mine, or to pay off all liabilities then existing, and may declare a dividend from any profits arising from such mine, and they shall determine on all matters of business appertaining to the due working of the said mine; the determination of the majority of votes present, either in person or by proxy, at all meetings shall be binding on all the shareholders, whether present or not, notwithstanding such majority of votes shall not represent a majority in number of shares constituting the Company; but no shareholder shall be entitled to vote by proxy, unless such proxy shall have been left with the Committee, General Manager or Secretary of the Company three clear days before the day of meeting, unless such proxy shall be in favour of the Committee, General Manager or Secretary for the time being.

That in case any call or calls shall remain unpaid for thirty days next after the same shall have been made payable, it shall be lawful for the Committee in office for the time being to declare such shares forfeited, subject to confirmation by a Special General Meeting, to be called for that purpose.

That in the event of the non-existence of a Committee, or in case the Committee for the time being shall neglect to declare such shares or shares forfeited, or if from any other cause which may hereafter arise, they shall not be declared to be forfeited, it shall then be lawful for the General Manager, or Secretary to convene a Special General Meeting to declare such shares or shares forfeited; and the same shall be equally binding as if such forfeiture had been made by the Committee, and confirmed by a Special General Meeting as hereinbefore stated.

That at all meetings, whether special or otherwise, it shall be lawful for the shareholders present or represented by proxy to rescind, alter or amend any existing rule or regulation, and to pass further rules and resolutions for the conduct of the mine, as may from time to time be deemed necessary.

That the General Manager or Secretary shall give ten clear days' notice to each registered shareholder, of all the General or Extraordinary General or Special General Meetings of shareholders, such notices to be forwarded by post, to the address entered in the books of the Company, and such notices so forwarded, shall be deemed good and sufficient notice, and the time shall be computed from the day on which such notices shall be respectively posted.

That the General Manager or Secretary shall, upon receiving a requisition signed by the holders of one full fourth part of the shares in the said Company, convene a Special General Meeting for the purpose set forth in such requisition, but that the proceedings at such Meeting shall be limited exclusively to the matters specified in such requisition.

That the shares of the said Company shall be transferable in the usual form by notice, to be forwarded to the Manager or Secretary of the Company, who shall immediately acknowledge the receipt of such notice, and on payment of all calls then due on the share or shares required to be transferred, or at the option of the Committee, General Manager, or Secretary, on the aggregate number of shares held by such transferee, the transfer shall be duly registered in the books of the Company. That all calls shall be paid to the General Manager or Secretary, or to the Bankers of the Company, within fourteen days after notice of the call shall have been forwarded to each shareholder, such notice to be forwarded per post as hereinbefore provided.

That every shareholder is hereby bound to bear his proportion of the expenses incurred in the prosecution of the Company, or in the working of the mine; but he may, at any time, withdraw himself from all further liability by giving the Committee, Manager, or Secretary of the Company notice in writing of such his intention so to withdraw, and by paying his proportion of all debts and liabilities of whatsoever nature or kind that may have been incurred previous to such notice of withdrawal, up to the end of the current month in which such notice of withdrawal shall have been given, and by relinquishing, by some deed or instrument to be approved at a General Meeting of Shareholders, all his or her shares, and all his or her right and title to the engines, tools, tackle, materials, ores, and other property of the Company, or any part thereof; but, nevertheless, such shareholder shall be entitled to his proportion of the properties and credits of the Company up to the time of the receipt of such notice of withdrawal.

That no executor or administrator of a deceased shareholder, or assignee of a bankrupt shareholder, or committee of a lunatic shareholder shall hold shares or shares in that capacity, unless and until on the day after the death of the shareholder, Manager, or Secretary for three clear days the Probate of Will, Letters of Administration, Order, or other instrument, under which he or they claim to hold such shares.

That no additional ground shall be taken on behalf of the Company or any portion of the present grant disposed of without the consent of the majority of the shareholders at a Special General Meeting to be convened for that purpose, and of which Meeting at least fourteen days' notice shall be given to each registered shareholder, in the manner hereinbefore provided.

(Signed by the several Shareholders.)

TO THE SHAREHOLDERS.

LONDON, 23rd March, 1863.

GENTLEMEN,

It is, in my opinion, highly expedient to determine with accuracy at starting, so far as practicable in mining enterprises, the best plan and *modus operandi* for the efficient, practical, and economical working of the five known lodes traversing the Company's grant. That these lodes contain minerals in paying quantities, no one acquainted with the district and property, can for one moment doubt. The first question to consider is to start the Engine Shaft in a proper position, so as to command the lodes referred to and develop them at the smallest possible expenditure both in time and money. It must be borne in mind, that West Tolgus is to the north; Agar, East Pool, and Carn Brea, are to the south; North Crofty, North Roskear, Seton, and West Seton, to the west; with the cluster of Old, South, and Great South Tolgus to the east. The same cross-courses that traverse Carn Brea, East Pool, and Agar, pass into North Pool.

The cross-course, which I regard as most important, is that which has made the rich deposits of ore in East Pool; shares in which now command a market value of 600*l.* each.

The main lode at North Pool stands in virgin ground for 200 fathoms in length east and west of this cross-course, and the remaining four lodes, 200 fathoms west and 600 fathoms east, are wholly unexplored, and, therefore, in my opinion, a shaft should be started from surface, in close proximity to this cross-course, and in such a position as to open out these lodes with practical despatch and outlay.

Two excellent and well-timbered shafts were sunk by the former Company, at a cost of several thousand pounds, to cut the lodes at these points, but without attaining either object: one called Bendigo Shaft, is 30 fathoms deep and 100 fathoms from the western boundary; the other, Ballarat Shaft, is 48 fathoms deep, or 24 fathoms under the adit levels; situated about 300 fathoms west from Bendigo Shaft, 400 fathoms from the west boundary. This shaft is 150 fathoms west from the forebore at the 36 and 48 fathom levels, and also the Western Whim Shaft, sunk on the lode wrought, and which in partial trials yielded upwards of 60,000*l.* profits upon 4,500*l.* outlay.

Whilst the proposed new shaft is being sunk, the engine should be erected, and flat rods extended to Ballarat Shaft, to drain the water from the bottom, and extend therefrom a cross-cut to the main and side lodes, in one of which, it is said, there remains in the old mine, near this shaft, a course of Copper Ore, 15 inches wide, worth from 15*l.* to 20*l.* per fathom. By this distribution of forces a comparatively short time will enable us, at the 24 or 48 fathom levels, by five short cross-cuts, to cut the five lodes, 150 fathoms apart, through the entire length of the set, and disclose their values at twenty-two different places, as yet unseen, opening up, if necessary, 44 ends for driving on the lodes, with seven available shafts for general use, when we may reasonably expect to have much assistance from copper sales, and a most extensive, and, I doubt not, valuable mine. I presume North Pool has given more proportionate profits for the ground worked, and, strange to say, still contains far more unwrought ground than any mine, wrought, working, or unwrought, in this rich mineral district. Situated as this mine is, on the same and parallel veins as her immediate neighbours, and the best mines in the county, the greatest success may very reasonably be expected.

In our necessary operations to accomplish the above work, we shall utilize at least 6,000*l.* worth of labour, materials, and land, expended by the former Company.

In addition to the good and sterling opinions expressed by the managing agents of Camborne Veau, Carn Brea, North Roskear, North Crofty, South France, Great Retallack, Great Ouslow Consols, and Wheal Kitty mines, I may state that it is also the opinion of at least nine-tenths of the respectable miners of the locality, that equally satisfactory results may again be obtained as those already realized. I have, with my friends, taken a large share in the enterprise, and if the proprietary support me in the development of the works, I have no doubt but that a few months will establish in public estimation the great value of the property, whilst it will stand second in character and promise to no other mine in the district.

In conclusion, I beg to suggest that a Committee be appointed, who shall have the entire control of the finances and accounts of the Company; experience

having convinced me that the General Manager should devote his time and energies solely to the underground and surface operations.

I am, Gentlemen,
Your obedient servant,
R. TREDINNICK,
General Manager.

LONDON, March 20, 1863.

TO THE ADVENTURERS.

GENTLEMEN,
Since November, 1862, when active operations were commenced at this Mine, the Adit Level, with such shafts as were imperatively necessary for safety, convenience, and ventilation, have been cleared and re-secured by timber throughout the old Mine, from East to West, on the course of the Main Lode, to the present end; where the men have been employed during the last six weeks continuing the cross-cut, driven on a cross-course to communicate with and discharge the water from Ballarat Shaft at the Adit Level, which a few weeks will accomplish, and enable us to ascertain the bearing and underlie of the lode on which the Ballarat Shaft has been, and whereon the new engine shaft is intended to be sunk, or near the East Pool Principal Mineralizing Cross-course, some 150 fms. further west.

This preliminary work is absolutely necessary, to ascertain the best transverse position for this important shaft, to take the lode at proper depth. Immediately this is attained, I would suggest that this shaft shall be sunk with all practicable despatch, for a 60-inch Pumping Engine, when required to be erected thereat, and flat rods extended therefrom to Ballarat Shaft, so as to sink these shafts simultaneously near these most important cross-courses to the 48 fathoms level under Adit, to cross-cut thereon from these shafts north and south to the lodes, and drive east and west thereon.

But as the Western Levels on the North Lode will be driven into the Globe Ground, the sinking of Bendigo Shaft may be deferred until Ores are discovered of sufficient value to induce the necessity for the outlay.

All these explorations will be in "Virgin Ground," but most favourably approached and appreciated by the cost of, and names given to the Western shafts by the last Company.

As the Water will be forked to the 48 fathoms level in the Eastern Mine, three cross-cuts may also be driven north and south, 100 fathoms apart, to the Side Lodes, thereby proving their values in a comparatively short time, longitudinally and transversely, in numerous places through the set, opening up an extensive, and, in all probability, a valuable Mine.

I have obtained the opinions of several Mine Agents of long experience, and heard the flattering accounts of those who worked in the Mine, and having otherwise devoted much time and attention to this Property, I am still the more convinced that the small part worked having yielded a larger profit for the extent of the ground wrought than any Mine in the district, the remainder is as analogically worthy, and will not fail, when properly developed, to become as rich as her neighbours, and fully substantiate the fact of the general dissemination of abundant Mineral Wealth throughout the champion Lodes of this pre-eminently profitable district.

I am, Sirs, Your most obedient Servant.

J. S. PHILLIPS.

13, Cornhill, E.C. London, 23rd March, 1863.

At a General Meeting of the Proprietors of the North Pool Mining Company, duly convened by circular, and held at these offices this 23rd day of March, 1863,

Mr. R. TREDINNICK in the Chair,

And present, Messieurs Roberts, Robins, Webber, Goodeve, Spargo, Phillips, Hurrell, Watson, Godwin, Paynter, Greville, Vivian, Beazley, Milsted, Vickers, etc., representing fifty Gtths.

The notice convening the meeting was read by Mr. J. Whitmore Watson, the Secretary.

The title-deeds of the Company were laid upon the table, and the Solicitor, Mr. Peniston Grosvenor Greville, certified to their correctness.

The statement of expenditure to the 21st February, showing a debtor balance of £23*l.* 6*d.* against the Shareholders, was read, approved of, and confirmed.

The constitution of the Company was read over by the Chairman and approved of.

The rules and regulations were next read, discussed, and approved of.

The reports of Mr. Richard Tredinnick, the General Manager, and Mr. J. S. Phillips were read and approved of, and ordered to be entered upon the minutes of the Meeting.

It was proposed by Mr. Goodeve, and seconded by Mr. Roberts, and Resolved unanimously—"That a call of £16 per 64th share, be, and is hereby made payable at the offices of the Company on or before the 10th day of April next; and that 5 per cent. rebate be allowed to Shareholders who pay up the call on or before that day."

It was proposed by Mr. Greville and seconded by Mr. Milsted, and Resolved unanimously—"That the following Shareholders do form a Committee of Finance; namely, Messieurs Roberts, Webber, Goodeve, Vickers, Robins, and Vivian; and that they remain in office until the next General Meeting of the Proprietary."

It was proposed by Mr. Hurrell, and seconded by Mr. Paynter, and Resolved—"That the General Manager and Secretary shall be empowered to act on the committee, and that the committee shall be empowered to open a banking account in their own names, and that of the General Manager and Secretary. All cheques being signed by two members of the Committee, and countersigned by either the General Manager or Secretary."

It was proposed by Mr. Phillips, and seconded by Mr. Beazley, and Resolved—"That the Company do, from this date consist of 6,400 shares instead of 64 shares as heretofore."

It was proposed by Mr. Roberts, and seconded by Mr. Spargo, and Resolved—"That this meeting do recognise the valuable services of Mr. J. S. Phillips, and the appointment of local Purser, Manager, and Agents be vested in the Committee, General Manager, and Secretary of the Company."

It was proposed by Mr. Milsted, and seconded by Mr. Goodeve, that a vote of thanks be presented to the Chairman for his able and courteous conduct in the chair.

Signed by the Shareholders present.

REPORTER'S MINUTES OF THE MEETING.

The first ordinary general meeting of proprietors was held at the offices of the Company, Cornhill, on Monday, March 23rd, Mr. R. Tredinnick in the chair.

Mr. Whitmore Watson (secretary) having read the notice convening the meeting.

The Chairman said his first duty was to announce that the title-deeds of the company were upon the table, and that the solicitor (Mr. P. G. Greville) certified as to their correctness.

A statement of expenditure to February 21st, showing a debit balance of £24*l.* 2*s.* 6*d.*, was submitted.

The chairman said that in November last the necessary preparatory work was commenced for the future efficient development of the mine, and the debit balance at the end of February was £24*l.* The secretary would certify as to the correctness of the accounts, and Mr. J. S. Phillips (who had conducted the practical operations) would certify as to the expenditure upon the mine.

Upon the question being put, the accounts were passed and allowed.

The Chairman read over the constitution of the company, and stated that it had been copied in the cost-book, together with the rules and regulations, and signed by the respective parties making up the sixty-four shares; therefore, from these parties all assignments would have to take place. Having read the rules and regulations for the government of the company, he stated that it would be seen that care had been taken to give the shareholders power to rescind any of those rules, and create others, as may from time to time be found necessary; for to him it appeared an absurdity in a property like North Pool, which might become one of the most valuable mines in Cornwall, to adopt established and unalterable rules. According to the united judgments of the solicitor and himself (the Chairman), the rules just read were necessary for the safe and satisfactory conduct of the company's affairs.

Mr. W. C. Vivian thought the rules were ably drawn up, and that they were eminently adapted to meet every requirement; indeed, he did not remember to have seen a more perfect code, or one more strictly in accordance with the Cost-book System.

Mr. Spargo had carefully perused the rules, and saw no reason why they should not be found all that was necessary, without being cumbersome, for the efficient government of the company's affairs.

A resolution was passed unanimously approving the rules and regulations submitted.

The Chairman said, before submitting his report, he might take the opportunity of informing the shareholders that the property of which they were the possessors had from one lode alone produced a net profit of something like 62,000*l.*, upon an outlay of capital of about 4,500*l.*; but in addition to that lode, there were four others unwrought, each of which presents indications of proving equally remunerative as that which had produced so large an amount of profit. The machinery upon the mine, the work done, and the shafts sunk, were worth at least 10,000*l.*; but the present company had obtained the leases of the property from Messrs. Robertes and Basset, together with the plant and machinery, for 4,000*l.* He then read his report, as follows:—

March 23rd.—It is, in my opinion, highly expedient to determine with accuracy at starting, so far as practicable in mining enterprises, the best plan and *modus operandi* for the efficient, practical, and economical working of the five known lodes traversing the Company's grant. That these lodes contain minerals in paying quantities, no one acquainted with the district and property, can for one moment doubt. The first question to consider is to start the Engine Shaft in a proper position, so as to command the lodes referred to and develop them at the smallest possible expenditure both in time and money. It must be borne in mind, that West Tolgus is to the north; Agar, East Pool, and Carn Brea, are to the south; North Crofty, North Roskear, Seton, and West Seton, to the west; with the cluster of Old, South, and Great South Tolgus to the east. The same cross-courses that traverse Carn Brea, East Pool, and Agar, pass into North Pool.

The cross-course which I regard as most important, is that which has made the rich deposits of ore in East Pool; shares in which now command a market value of 600*l.* each.

The main lode at North Pool stands in virgin ground for 200 fathoms in length east and west of this cross-course, and the remaining four lodes, 200 fathoms west and 600 fathoms east, are wholly unexplored, and, therefore, in my opinion, a shaft should be started from surface, in close proximity to this cross-course, and in such a position as to open out these five lodes with practical despatch and outlay.

Two excellent and well-timbered shafts were sunk by the former Company, at a cost of several thousand pounds, to cut the lodes at these points, but without attaining either object: one called Bendigo Shaft, is 30 fathoms deep and 100 fms. from the western boundary; the other, Ballarat Shaft, is 48 fathoms deep, or 24 fathoms under the adit levels; situated about 300 fathoms from Bendigo Shaft, 400 fathoms from the west boundary. This shaft is 150 fathoms west from the

forebore at the 36 and 48 fathom levels, and also the Western Whim Shaft, sunk on the lode wrought, and which in partial trials yielded upwards of 60,000*l.* profits upon 4,500*l.* outlay.

Whilst the proposed new shaft is being sunk, the engine should be erected, and flat rods extended to Ballarat Shaft, to drain the water from the bottom, and extend therefrom a cross-cut to the main and side lodes, in one of which, it is said, there remains in the old mine, near this shaft, a course of copper ore, 15 inches wide, worth from 15*l.* to 20*l.* per fathom. By this distribution of forces a comparatively short time will enable us, at the 24 or 48 fathoms levels, by five short cross-cuts, to cut the five lodes, 150 fathoms apart, through the entire length of the set, and disclose their values at 22 different places, as yet unseen, opening up, if necessary, 44 ends for driving on the lodes, with seven available shafts for general use, when we may reasonably expect to have much assistance from copper sales, and a most extensive and, I doubt not, valuable mine. I presume North Pool has given more proportionate profits for the ground worked, and, strange to say, still contains far more unwrought ground than any mine, wrought, working, or unwrought, in this rich mineral district. Situated as this mine is, on the same and parallel veins as its immediate neighbours and the best mines in the county, the greatest success may very reasonably be expected.

In our necessary operations to accomplish the above work, we shall utilize at least 6,000*l.* worth of labour, materials, and land expended by the former Company. In addition to the good and sterling opinions expressed by the managing agents of Camborne Veau, Carn Brea, North Roskear, North Crofty, South France, Great Retallack, Great Ouslow Consols, and Wheal Kitty mines, I may state that it is also the opinion of at least nine-tenths of the respectable miners of the locality, that equally satisfactory results may again be obtained as those already realized. I have, with my friends, taken a large share in the enterprise, and if the proprietary support me in the development of the works, I have no doubt but that a few months will establish in public estimation the great value of the property, whilst it will stand second in character and promise to no other mine in the district.

In conclusion, I beg to suggest that a Committee be appointed, who shall have the entire control of the finances and accounts of the Company; experience having convinced me that the General Manager should devote his time and energies solely to the underground and surface operations.

Mr. J. S. Phillips then read his report, as follows:

March 20th.—Since November, 1862, when active operations were commenced at this mine, the adit level, with such shafts as were imperatively necessary for safety, convenience, and ventilation, have been cleared and re-secured by timber throughout the old mine, from east to west, on the course of the main lode to the present end; where the men have been employed during the last six weeks continuing the cross-cut, driven on a cross-course to communicate with and discharge the water from Ballarat shaft at the adit level, which a few weeks will accomplish, and enable us to ascertain the bearing and underlie of the lode on which the Ballarat shaft has been, and whereon the new engine shaft is intended to be sunk, or near the East Pool principal mineralizing cross-course, some 150 fms. further west.

This preliminary work is absolutely necessary, to ascertain the best transverse position for this important shaft, to take the lode at proper depth.

Immediately this is attained, I would suggest that this shaft shall be sunk with all practicable despatch, for a 60-inch pumping engine, when required to be erected thereat, and flat rods extended therefrom to Ballarat shaft, so as to sink these shafts simultaneously near these most important cross-courses to the 48 fathoms level under adit, to cross-cut thereon from these shafts north and south to the lodes, and drive east and west thereon.

But as the western levels on the north lode will be driven into the globe ground, the sinking of Bendigo shaft may be deferred until ores are discovered of sufficient value to induce the necessity for the outlay.

All these explorations will be in "virgin ground," but most favourably approached and appreciated by the cost of, and names given to, the western shaft by the last Company.

As the water will be forked to the 48 fathoms level in the eastern mine, three cross-cuts may also be driven north and south 100 fathoms apart, to the side lodes, thereby proving their values in a comparatively short time, longitudinally and transversely, in numerous places through the set, opening up an extensive, and, in all probability, a valuable mine.

I have obtained the opinions of several mine agents of long experience, and heard the flattering accounts of those who worked in the mine, and having otherwise devoted much time and attention to this property, I am still the more convinced that the small part worked having yielded a larger profit, for the extent of the ground wrought, than any mine in the district, the remainder is as analogically worthy, and will not fail, when properly developed, to become as rich as her neighbours, and fully substantiate the fact of the general dissemination of abundant mineral wealth throughout the champion lodes of this pre-eminently profitable district.

Mr. Phillips explained that, after driving a few fms. at the 24 fm. level, one of the unwrought lodes (Evans's) had been intersected, worth 20*l.* per fm.—throughout the set that lode was standing whole. In fact, going westward, all the lodes were in whole ground. Upon the immediate south parallel were East Pool, Carn Brea, Agar, and West Tolgus. He might state that North Pool possessed more unwrought ground than any mine in that rich district.

Mr. W. C. Vivian enquired if the underlie of the lode that had been intersected was the same as that of the lode which had produced so large a profit upon so small an outlay?

Mr. Phillips replied they had both a north underlie.

The Chairman mentioned that a cross-cut from the 24 would drain the whole mine to the 48 from surface. After having fully considered the matter, he was satisfied that the call which it was proposed to make upon the present occasion would meet every liability that would be incurred during the next six or eight months, as the cost for working the mine would be small. The former workers, after having cut a new bunch of ore in the western ground, never proved its value by extending the levels, owing to some dispute with the largest shareholder. When the mine stopped it was selling for 25,000*l.*

Mr. Phillips explained that the costs charged had been incurred in clearing up the adit to the cross-cut, and re-timbering the shafts.

The reports were unanimously approved, and ordered to be entered upon the minutes.

The Chairman said, in order to liquidate the balance against the company, and to meet the current and future cost of the mine, it would be expedient to make a call of £1,024, which, under the present denomination of shares, would amount to 16*l.* per share.

Upon the proposition of Mr. Goodeve, seconded by Mr. Roberts, it was resolved that a call of £16 per 1-64th share be made, payable at the offices of the company, on or before April 10, allowing 5 per cent. rebate upon calls paid before that date.

The Chairman said it was important that a committee of finance should be appointed, the duties of which would be to check and control the expenditure.

The following gentlemen were unanimously appointed members of the committee:—Messrs. Roberts, Webber, Vickers, Goodeve, and W. C. Vivian; and upon the proposition of Mr. Hurrell, seconded by Mr. Paynter, it was resolved that the general manager (Mr. R. Tredinnick), and the secretary (Mr. W. Watson) should be empowered to act on the committee, and that the committee should be empowered to open a banking account in their own names, and that of the general manager and secretary. All cheques to be signed by two members of the committee, and countersigned by either the general manager or secretary.

The Chairman said the next proposition upon the agenda referred to a division of the shares. Whether holders were desirous or otherwise of realising upon their interest, it was at all times advisable that the shares should have a commercial value. According to the present denomination, the shares stood at too high a figure to be readily transferred; but if the underlaid were divided into 6,400 shares, as proposed, that difficulty would be obviated. As there was no doubt the property would in a short time be very favourably regarded by the public, some of the present holders might be disposed to realise a portion of their interest, although not disposed to sell the entirety. The course now proposed would afford all these facilities, and, at the same time, could not adversely affect the interest of those who held for investment.

Upon the proposition of Mr. Beazley, seconded by Mr. Phillips, it was resolved that the company do from this date consist of 6,400 shares, instead of 64 as heretofore.

Upon the proposition of Mr. Roberts, seconded by Mr. Spargo, it was unanimously resolved that this meeting recognise the valuable services of Mr. J. S. Phillips.

The vote having been appropriately acknowledged, upon the proposition of Mr. Goodeve, seconded by Mr. Milsted, an unanimous vote of thanks was passed to the Chairman for his courteous conduct in the chair, and for the satisfactory way in which he had brought the Company into its present position.

The Chairman, in acknowledging the compliment, said that no exertion would be spared on his part to promote to the utmost the permanent welfare of the North Pool Mining Company. To those connected with Cornish mining the distinctive characteristics of this mine were known, as well as the extent of the undeveloped ground; but to those uninitiated in mining pursuits it might, perhaps, be necessary to explain that but a very small section of the mine had been wrought, and that upon one lode, which had produced a net profit of £69,000. At the present time there was a hard bar of ground in the shaft, precisely similar to that which had been met with in East Pool, where, after the hard bar of ground had been passed through, one of the richest bunches of ore ever found in Cornwall had been discovered. North Pool had precisely the same cross-course, and north and south parallel. In the lode cut in the 24, after a few fathoms only had been driven, there were all the indications that were usually associated with the productive veins in that district; and seeing that there was a short time it would be his pleasure to congratulate the shareholders upon the realization of successful results equal to those attained in the rich adjacent properties. (Hear, hear.)

The proceedings then terminated.

RAILWAYS VERSUS MINES.

MESSRS. TREDINNICK & CO., of 78, Lombard-street, London, E.C., have hitherto almost exclusively directed their attention to British Mines, and to dealings in the shares of those investments. They now, however, have made arrangements as a distinctive branch of their business to negotiate the PURCHASE and SALE of RAILWAY STOCKS, DEBENTURES, and BONDS, with all other descriptions of SECURITIES appertaining to Railway Investments, and at the usual rate of Commission.

Messrs. TREDINNICK & CO. do not desire to convey to the public the idea that they appreciate Railway Investments more highly than legitimate Mining adventure, but simply to indicate that from their intimate connexion with the Mining Market, they are enabled to offer unusual facilities for the exchange of Railway Securities, which pay with but few exceptions, only a very low rate of interest, into approved Mining Shares which yield a much higher return upon the Capital embarked. It is, the best of our Railways pay from 5 to 7 per Cent. against 12½ to 15 per Cent. yielded by sound and legitimate Mines.